



# HILLSBOROUGH STREET CHARRETTE INPUT SUMMARY

**MARCH 30 - APRIL 1, 2015**



## CHARRETTE PARTICIPATION:

### DAY #1 - MONDAY

Public Work Session 7:00-9:00pm, NCSU Talley Student Union

- Approximately 90+ Attendees
- 12 small-group discussions with activities focused on urban design and development

### DAY #3 - WEDNESDAY

Presentation 7:00-8:30pm, NCSU Talley Student Union

- Approximately 50+ Attendees
- Planning Stations:
  - Development Framework
  - Public Realm Improvements
  - Special Studies

## ONLINE SURVEY PARTICIPATION:

- 496 Survey Responses





# Charrette Recap



## DAY #1 - MONDAY

Public Work Session 7:00-9:00pm, NCSU Talley Student Union

- Review planning process and district analysis
- Facilitated small-group activities focused on urban design and development

## DAY #2 - TUESDAY

Open Studio Hours at Raleigh Urban Design Center 4:30 – 6:30pm

Work day for the Project Team focused on:

- Analyze the exercises from all the tables
- Create synthesized maps based on the table exercise results
- Use community impacts assessment software to compare growth scenarios to a baseline
- Conduct additional study and/or illustration of priority projects



## DAY #3 - WEDNESDAY

Open Studio Hours at Raleigh Urban Design Center 8:30 – 10:30am

Presentation 7:00-8:30pm, NCSU Talley Student Union

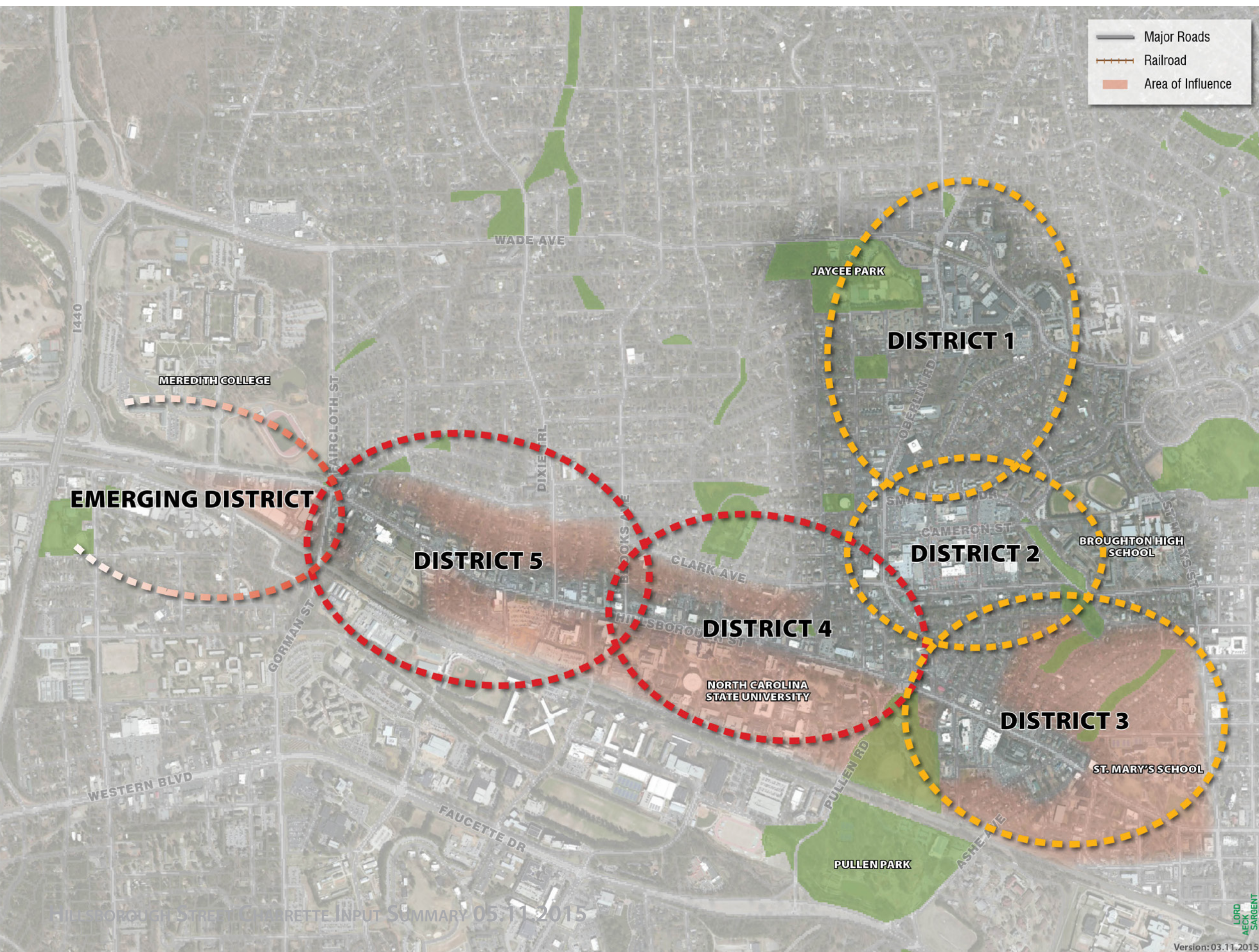
- Continue refinements to the scenarios and visualization
- Mid-day preview for the Advisory Committee
- Public presentation of draft workshop results in the evening





# District Analysis

## DISTRICTS





# District Analysis





# Major Themes from Public Input

**Preserve and enhance existing neighborhoods**

**Plan for quality redevelopment where appropriate**

**Plan for a first-class public realm**



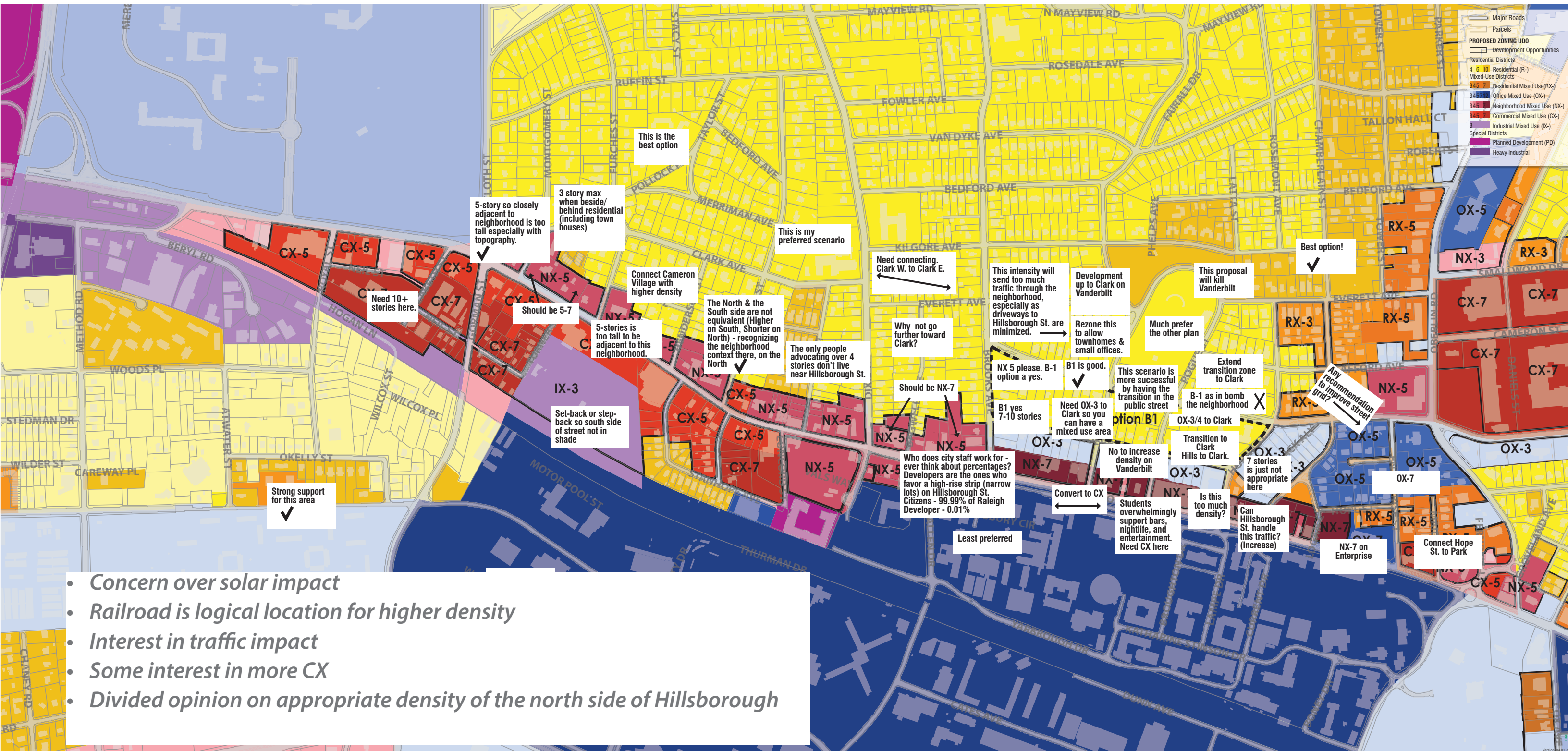
# Land Use and Development Framework Scenario A





# Land Use and Development Framework

## Scenario B



- Concern over solar impact
- Railroad is logical location for higher density
- Interest in traffic impact
- Some interest in more CX
- Divided opinion on appropriate density of the north side of Hillsborough



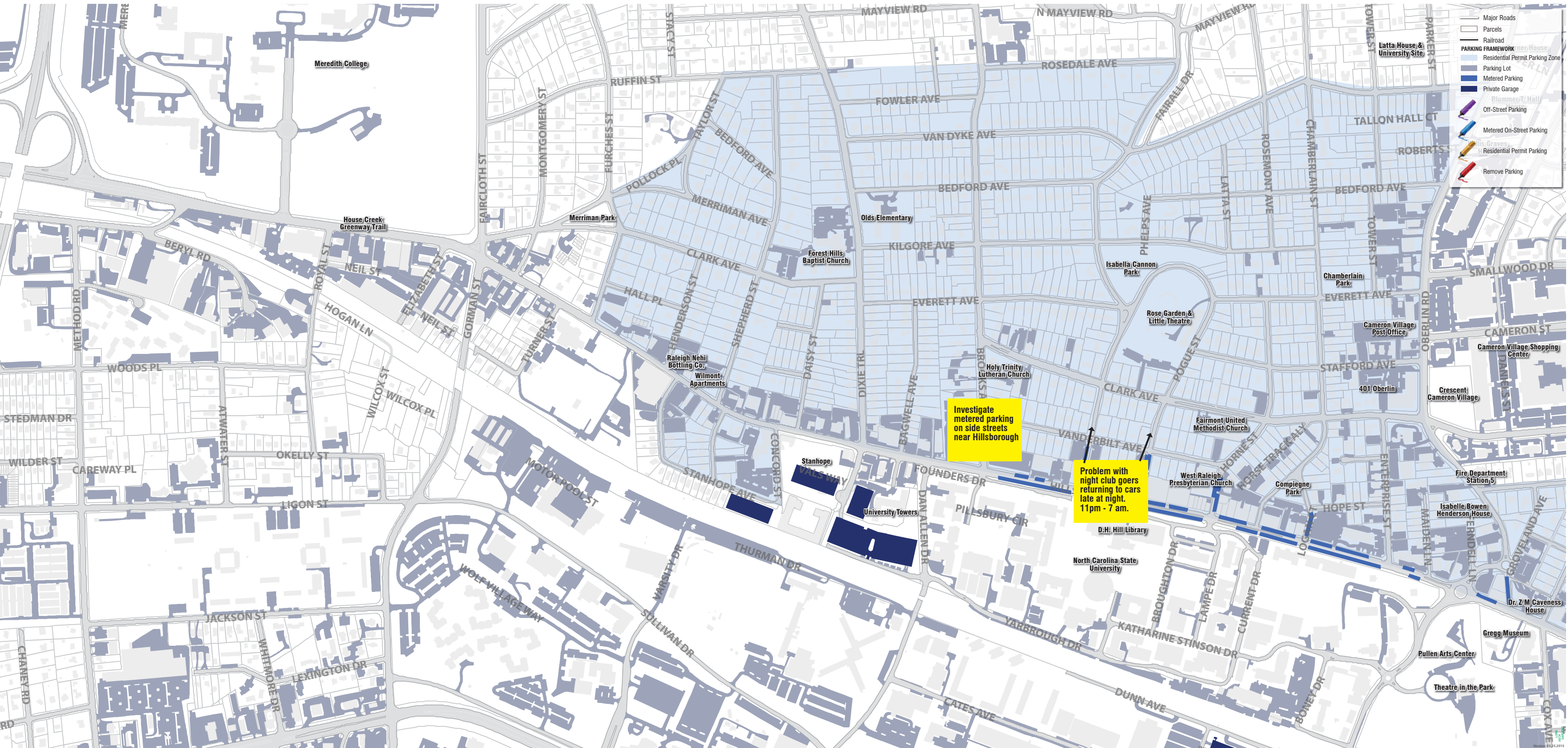
# Transition Areas



 DISTRICTS 4, 5, & EMERGING - TRANSITION AREAS FOR GROWTH SCENARIO A  
CAMERON VILLAGE & HILLSBOROUGH STREET SMALL AREA PLANS



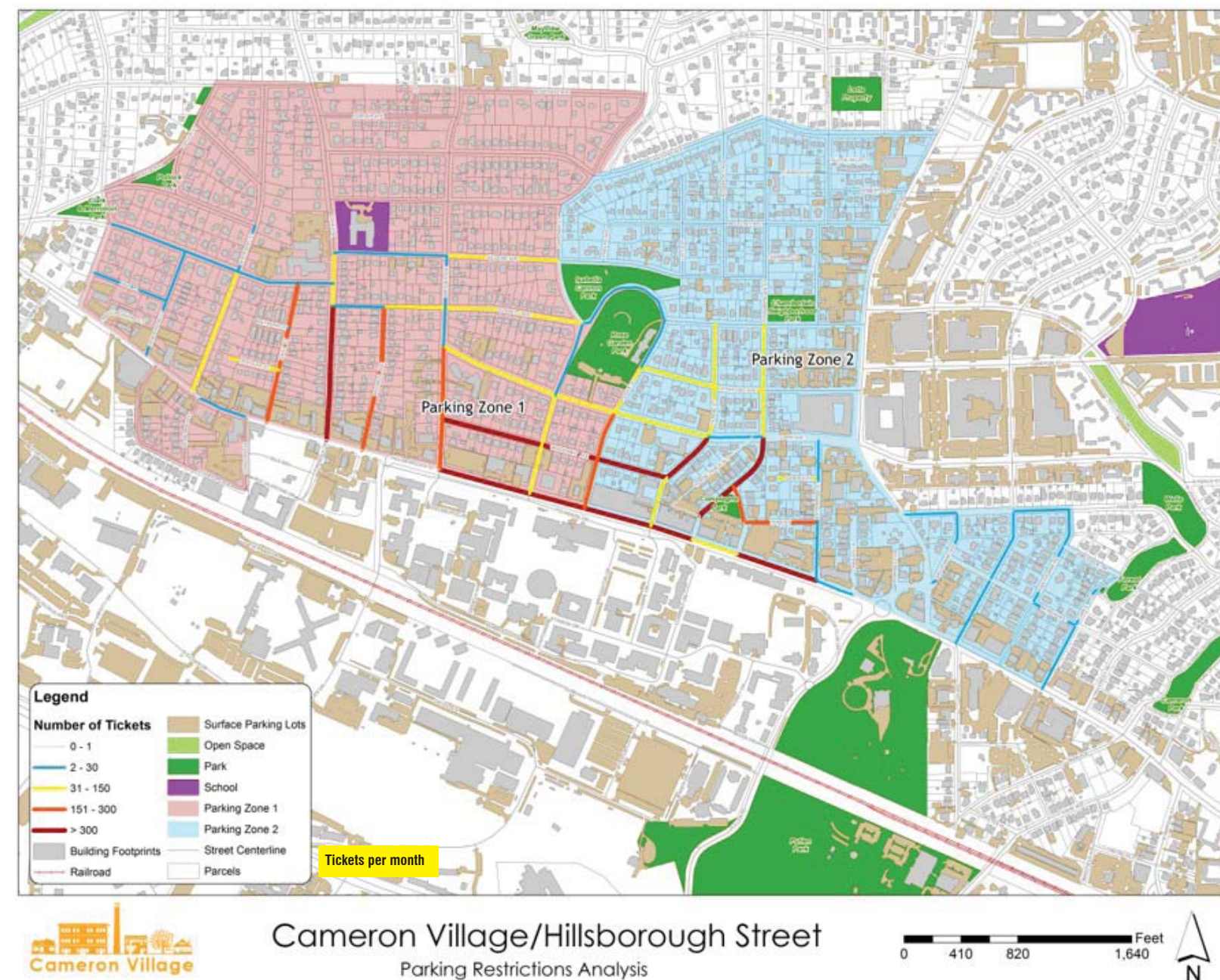
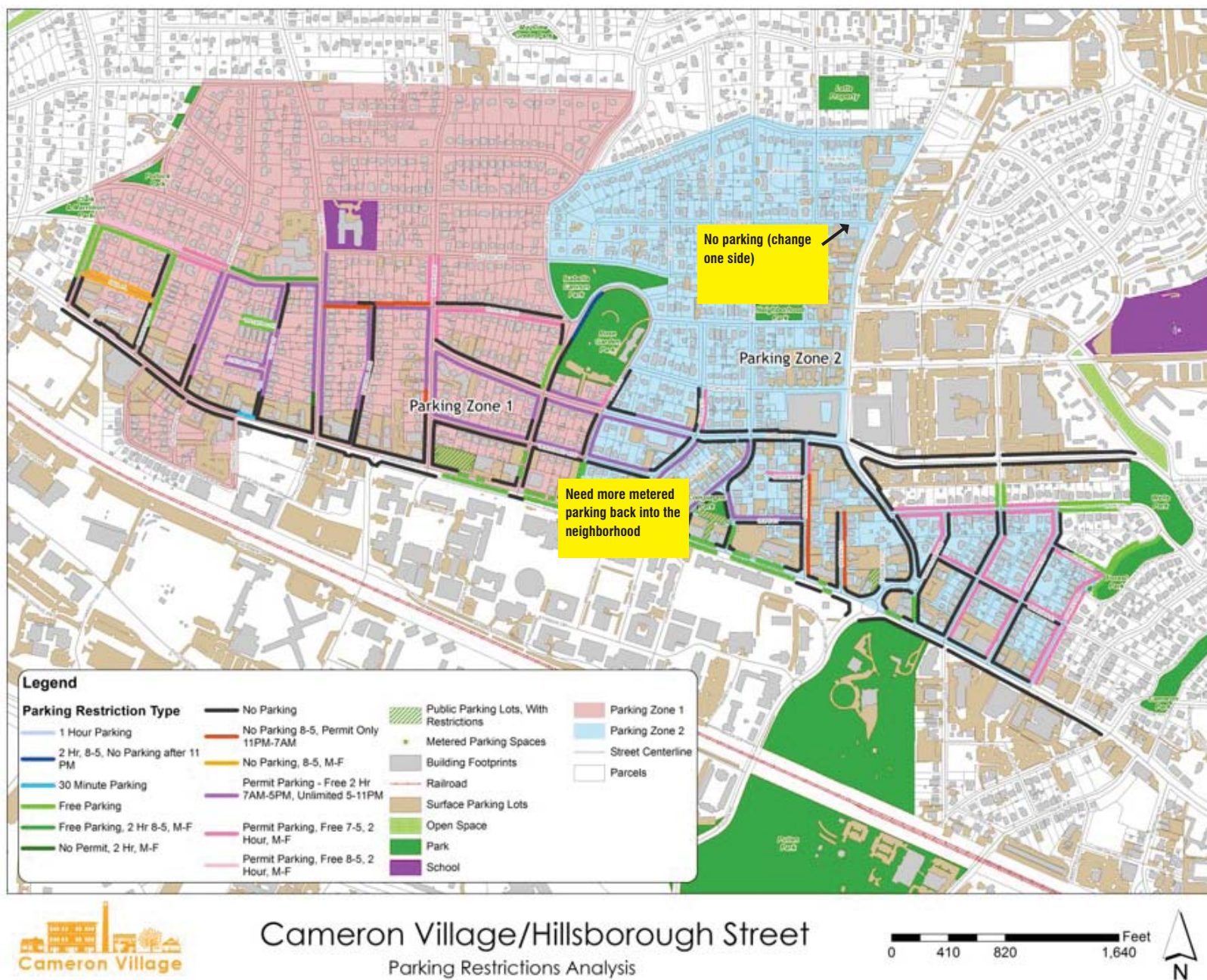
# Parking Framework Exercise



**DISTRICTS 4, 5, & EMERGING - PARKING FRAMEWORK EXERCISE**  
CAMERON VILLAGE & HILLSBOROUGH STREET SMALL AREA PLANS



# Parking Restriction Analysis



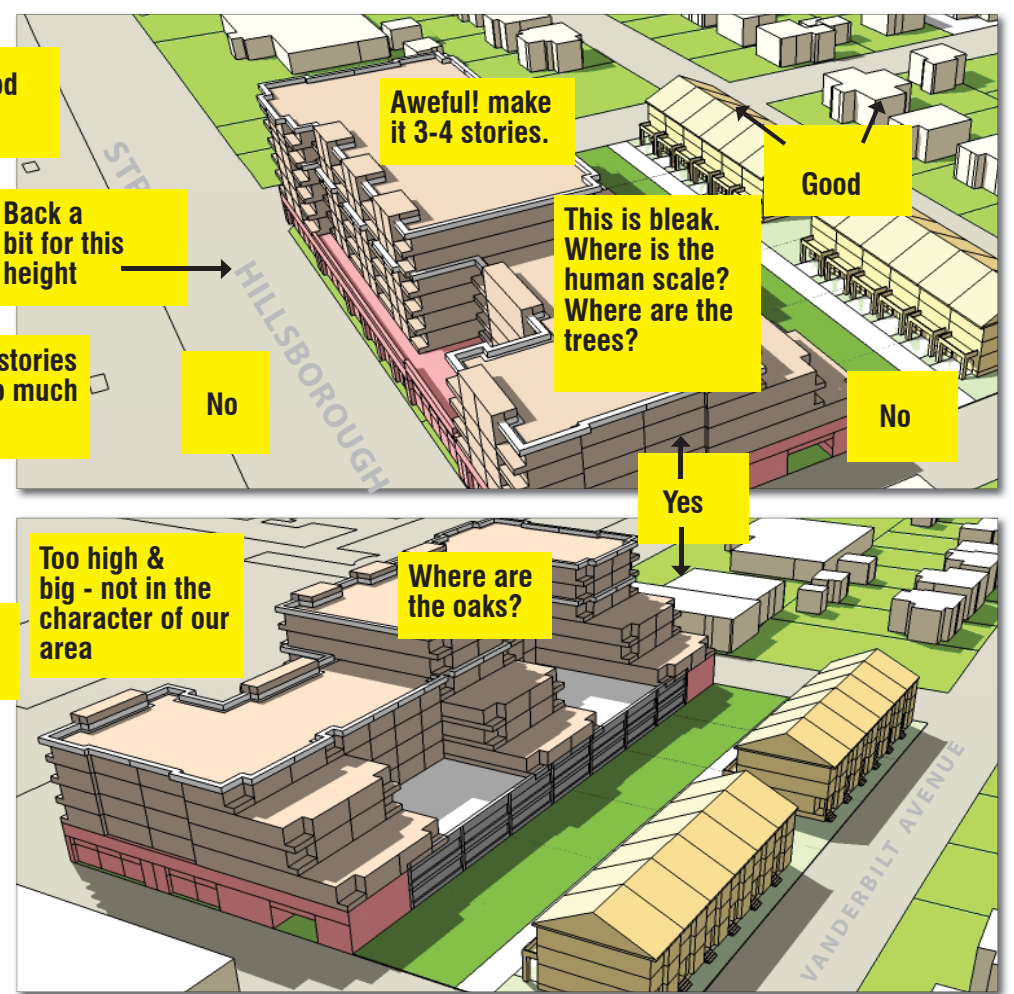


# Development Slides

## Development Studies

### CASE STUDY: SCENARIO B

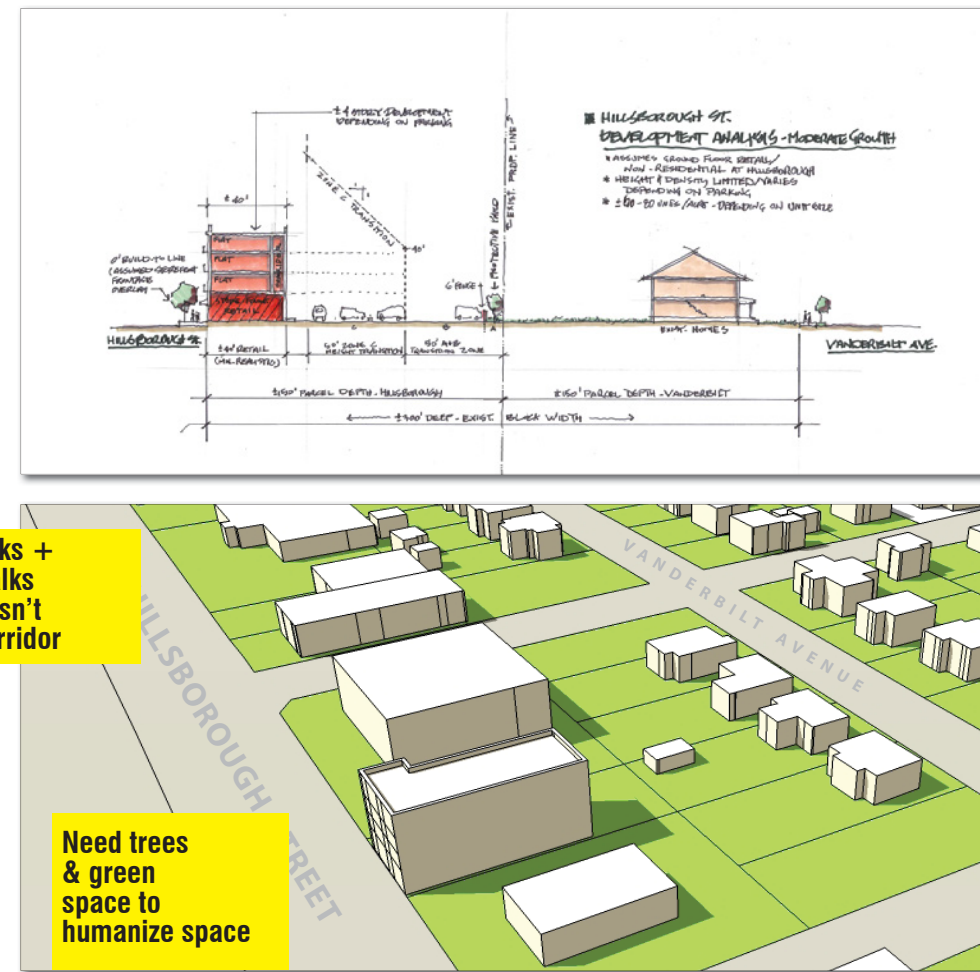
- Equates to Approximately 80-120 units per acre
- 5-7+ Story Development Possible
- Lower scale residential along back side of block
- Masing, scale and transition guidelines take on added importance due to larger buildings



## Development Studies

### CASE STUDY: SCENARIO A

- Approximately 150' parcel depth
- Approximately 300' block depth
- Minimal ability for structured parking
- More likely to occur incrementally on smaller assemblages or individual parcels





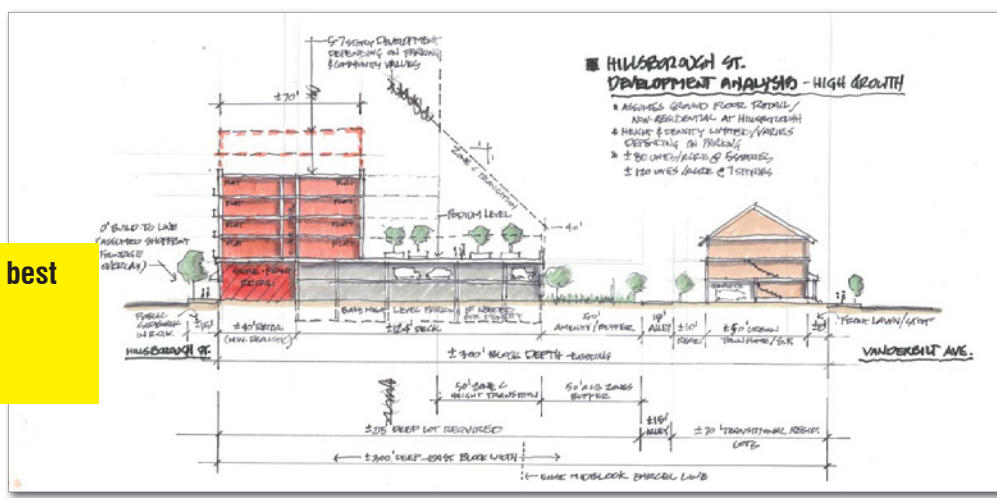
# Development Slides

## Development Studies

### CASE STUDY: SCENARIO B

- Requires full parcel depth for redevelopment - 300'
- Integrated structured parking - allows for more dense development
- More likely to require parcel assembly

This is the best option



## Development Studies

### CASE STUDY: SCENARIO A

- Equates to Approximately 60-80 units per acre
- 4 Story Development Most Likely

The city of Oaks  
Where are the oaks?

Back from street a bit.

4 stories is good!  
The highest that maintains any human scale. (this is not D.C.)

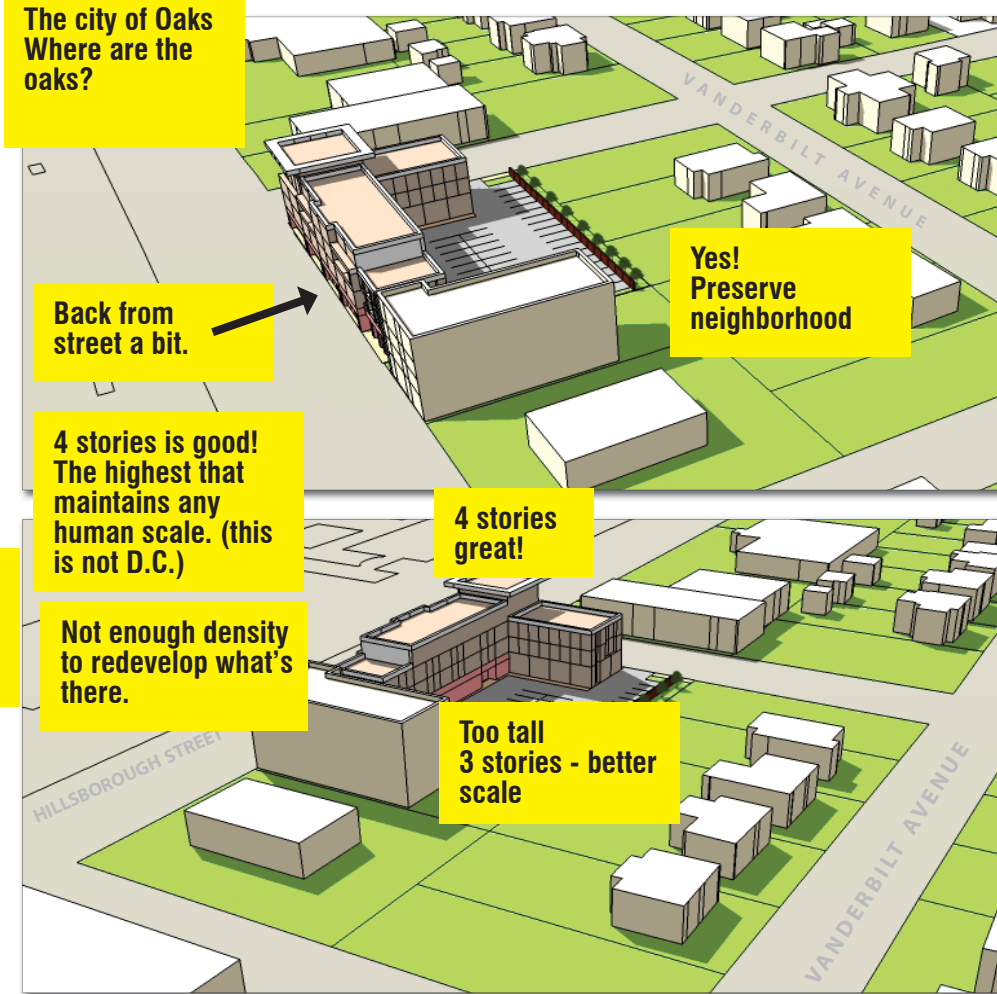
3 stories is a good height for human scale

Not enough density to redevelop what's there.

4 stories great!

Too tall  
3 stories - better scale

Yes!  
Preserve neighborhood





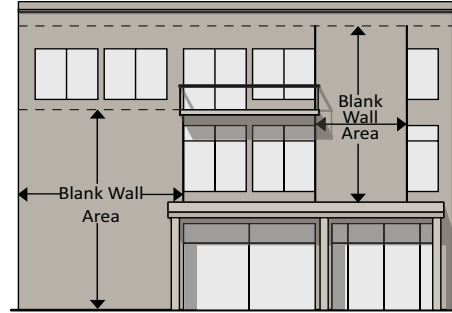
# Development Slides

## Development Studies

### MASSING & SCALE CONTROLS

- FENESTRATION
  - 50% Ground Level (min)
  - 20% Upper Level (min)
- BLANK WALLS
  - Minimize blank walls
  - 20' (max) in any direction
- PEDESTRIAN ACCESS TO BUILDINGS
  - Required on primary streets
  - 50' spacing between entries (max)

Critical to know detail of development (mass and scale) before approval given ✓

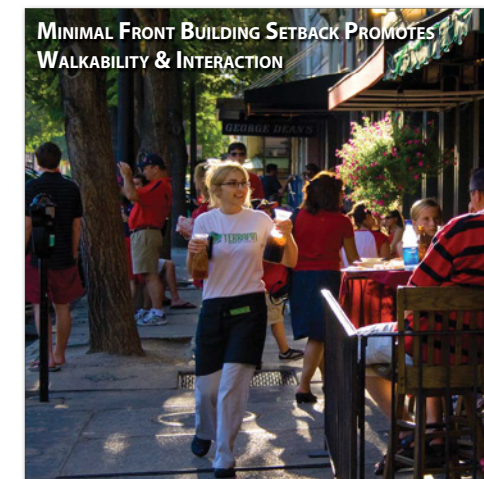


LORD AECK SARGENT  
PAGE 5 — PUBLIC CHARRETTE - OPENING SESSION - 03.30.15

## Development Studies

### MASSING & SCALE CONTROLS

- URBAN SETBACKS
  - 0' (min) to 15' (max.) front setback
- FLOOR HEIGHTS
  - 13' ground floor (min)
  - 9' upper floors (min)
- TRANSITIONS TO RESIDENTIAL
  - 50' buffer (Zones A+B)
  - 50' transitional heights (Zone C)

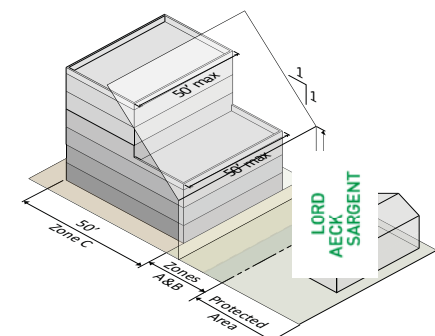
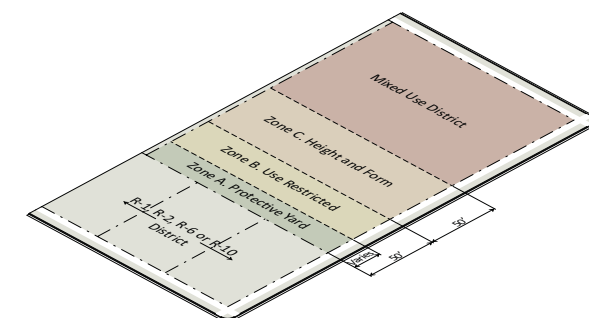


MINIMAL FRONT BUILDING SETBACK PROMOTES WALKABILITY & INTERACTION



TALLER GROUND FLOOR HELPS EMPHASIZE PEDESTRIAN ZONE

Three stories high are enough!



LORD AECK SARGENT

## Development Studies

### MASSING & SCALE CONTROLS

Who has travelled to cities full of 5-story cement?

ON LARGER BUILDINGS... break up the massing to create the appearance of multiple buildings by:

- VARRIED CORNICE HEIGHTS
- EMPHASIS ON INDIVIDUAL BAYS/BUILDINGS
- VARIATION IN MATERIALS/ DETAILS
- UNDULATED FACADES



LORD AECK SARGENT  
PAGE 7 — PUBLIC CHARRETTE - OPENING SESSION - 03.30.15



# Public Realm Framework



## DISTRICTS 4, 5, & EMERGING - PUBLIC REALM FRAMEWORK

# HILLSBOROUGH STREET CHARRETTE INPUT SUMMARY 05.11.2015



# E nterprise Street



True, there is nothing special about this street but the images are biased - winter's underexposed versus summer and light

Enterprise Street - Today



Preserve space for local/independent shops. (Just a general comment really)

Scenario A much more appealing

Wasting too much space. no need for devil strips

Enterprise Street - Growth Scenario A

These are both beautiful! Would be a great addition to the area.



Love this! Connects to use in Cameron Village

Allow a few merchants.

Cool image - connector from Cam. Vil to H'boro

Enterprise Street - Growth Scenario B

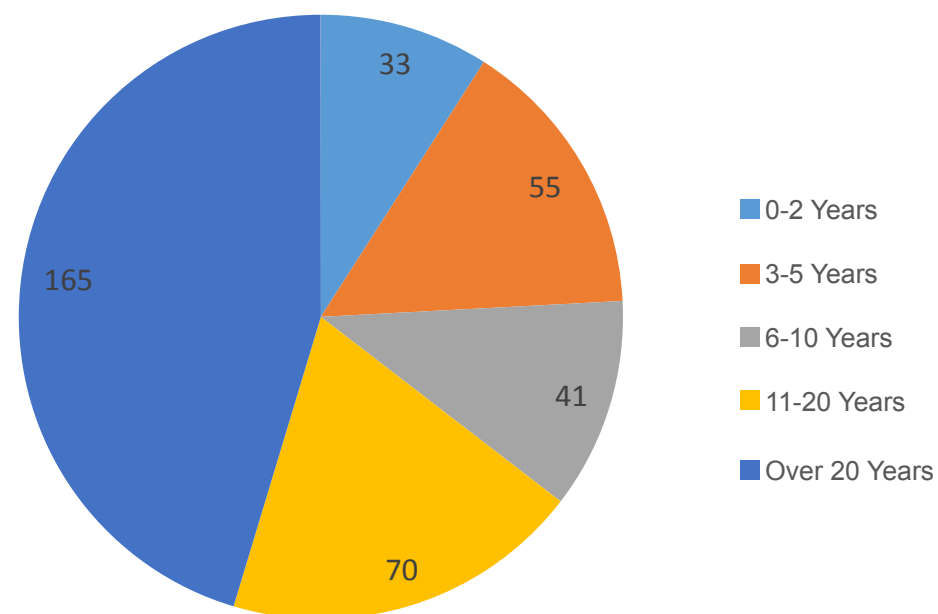
Love retail but concern that huge retail space will only attract national corporations instead of building local business



# Survey Results

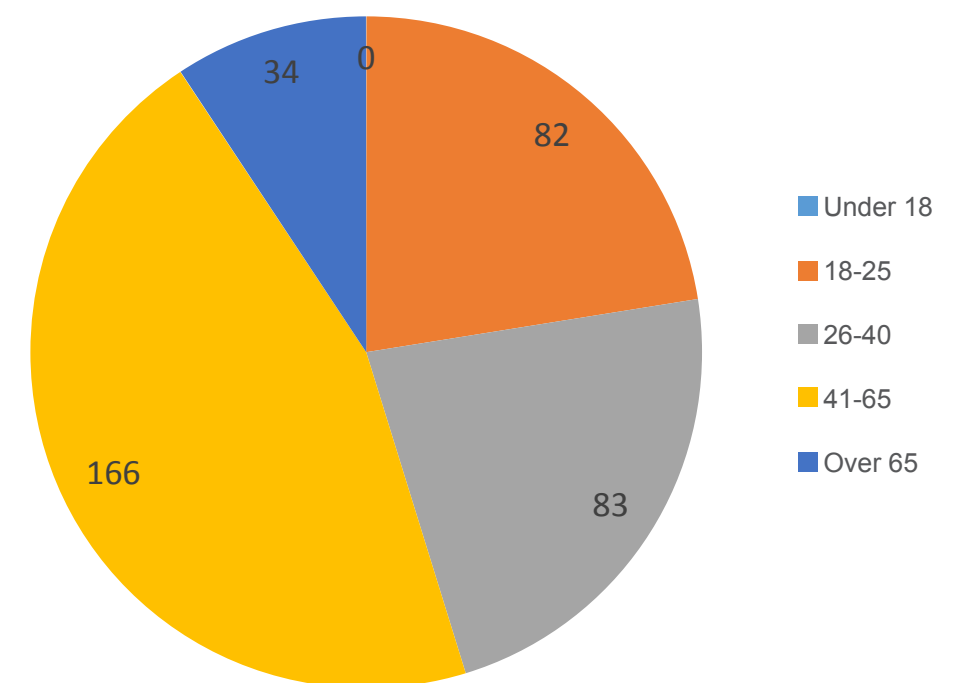
Number of responses: 496

Number of Years Living /Working in Raleigh



Answered question: 364  
Skipped question: 132

Age of the Participants



Answered question: 365  
Skipped question: 131

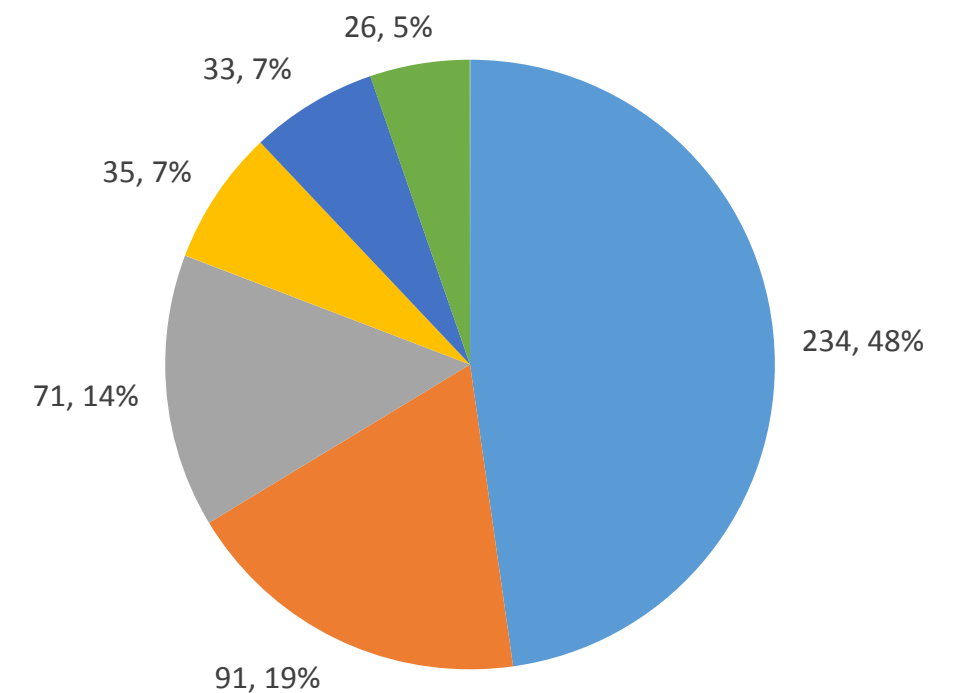


# Survey Results

## 1 Do you believe that pedestrian improvements to sidewalks and pedestrian crossings should be made along Clark Avenue, between Oberlin Road and Brooks Avenue?

Answered question: 490

Skipped question: 6



- Yes, facilities should be improved for people walking along Clark Avenue and crossing the street.
- Yes, facilities should be improved for pedestrians, but only if the existing on-street parking is not affected.
- Yes, but only if improvements do not impact vehicular flow.
- No, Clark Avenue should focus on carrying more cars and adding more on-street parking.
- No, Clark Avenue should remain as is.
- Other (please specify)

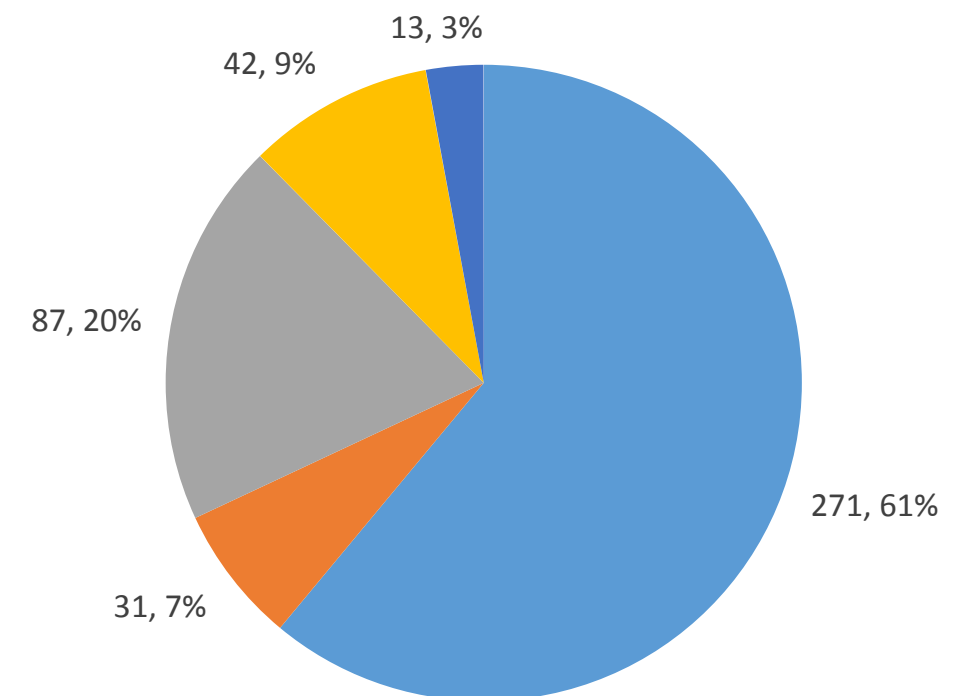
**\* Additional comments from the public centered around the topics of:**

- Inclusion of bikelanes
- Consider adding crosswalks and four way stops
- Concern over increasing traffic on Clark Avenue
- Improve existing sidewalk conditions

## 2 Do you believe that multi-modal (cars, bicycles, and pedestrians) improvements should be made along Clark Avenue, between Faircloth Street and Chamberlain Street, as well as along Kilgore and Everett Avenues, between Dixie Trail and Chamberlain Street, to accommodate enhanced sidewalk and pedestrian improvements, and improved bicycle facilities?

Answered question: 444

Skipped question: 52



- Yes, facilities should be improved for people walking and biking.
- Yes, but only pedestrian improvements should be made.
- Yes, but only if improvements do not impact vehicular flow.
- No, these roads should remain as is.
- Other (please specify)

**\* Additional comments from the public centered around the topics of:**

- Traffic calming methods

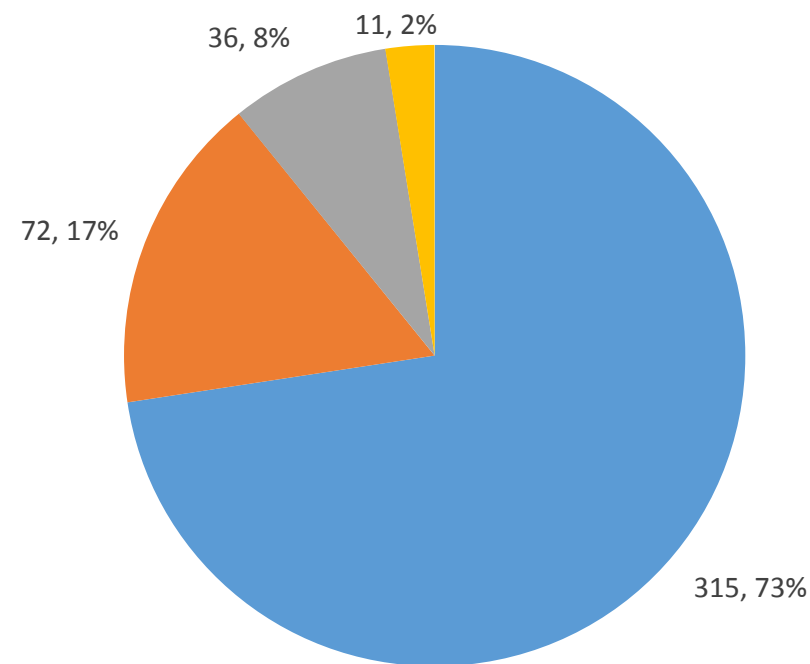


# Survey Results

**3 Do you believe that a multi-use path to connect the community to greenway connection should be made along Gardner Street and south of Hillsborough through the NCSU campus to connect the Crabtree Creek Trail, Isabella Cannon Park, Rose Garden and Little Theatre down to the Rocky Branch Trail?**

Answered question: 434

Skipped question: 62



- Yes, a multi-use path to connect to greenway connection should be made between the Crabtree Creek Trail and Rocky Branch Trail.
- Yes, but only if the multi-use path to connect to greenway connection does not impact vehicular flow along Gardner Street.
- No, Gardner Street should remain as is.
- Other (please specify)

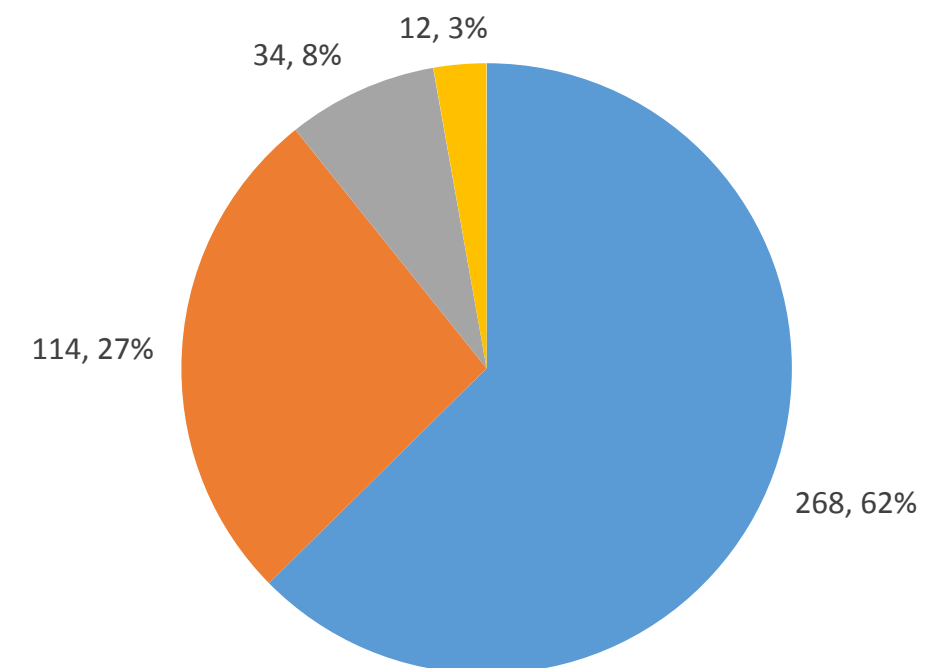
**\* Additional comments from the public included:**

- Unsure how it would affect vehicular flow; more information needed.
- Consider designated bicycle lane for multi-use greenway path.
- Consider four-way stops with sidewalks

**4 Do you believe that a multi-use path to connect the community to greenway connection should be made north of Hillsborough Street along Faircloth Street?**

Answered question: 428

Skipped question: 68



- Yes, a multi-use path to connect to greenway connection should be made along Faircloth Street.
- Yes, but only if the multi-use path to connect to greenway connection does not impact vehicular flow along Faircloth Street.
- No, Faircloth Street should remain as is.
- Other (please specify)

**\* Additional comments from the public included:**

- Yes to multi-use path, but only on Meredith side of the street.
- Consider connection through Meredith campus.

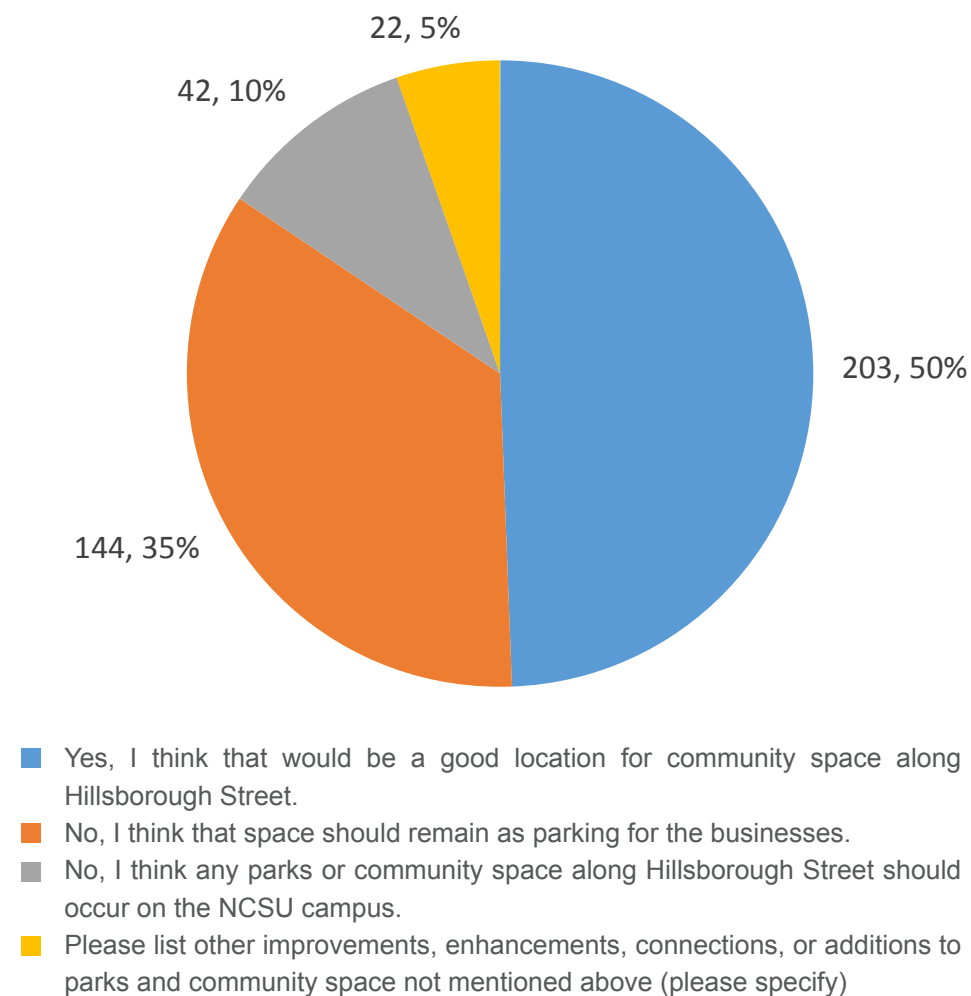


# Survey Results

## 5 Do you think there is the potential for public community space along Hillsborough Street between Logan Court and Chamberlain Street (next to the Jimmy John's) that would create a connection to Compiegne Park?

Answered question: 411

Skipped question: 85



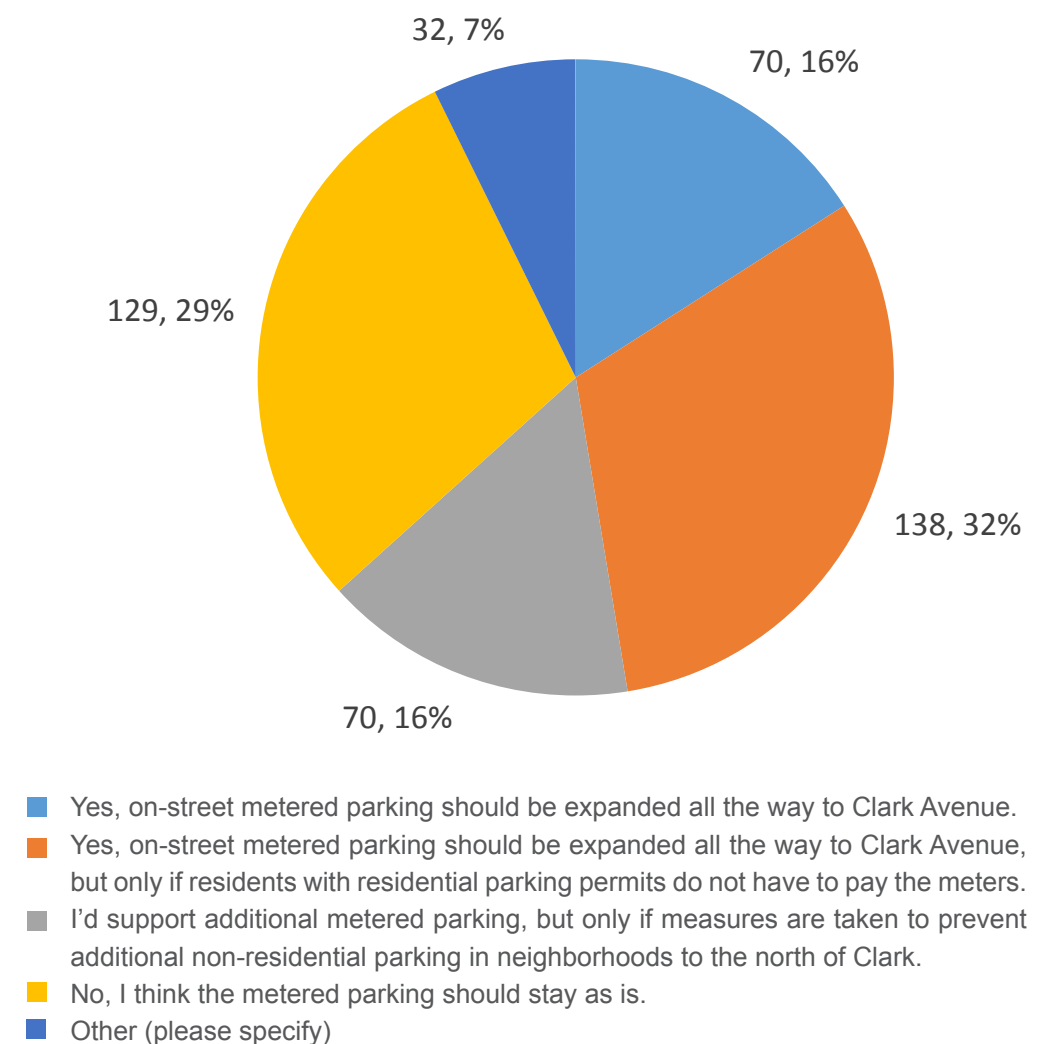
\* Additional comments from the public centered around the topics of:

- Develop area for mix-use/ small businesses.
- Consider parking for existing/new businesses

## 6 Do you believe that on-street metered parking should be expanded north between Clark Avenue and Hillsborough Street, roughly between Oberlin and Brooks Avenues?

Answered question: 407

Skipped question: 89



\* Additional comments from the public centered around the topics of:

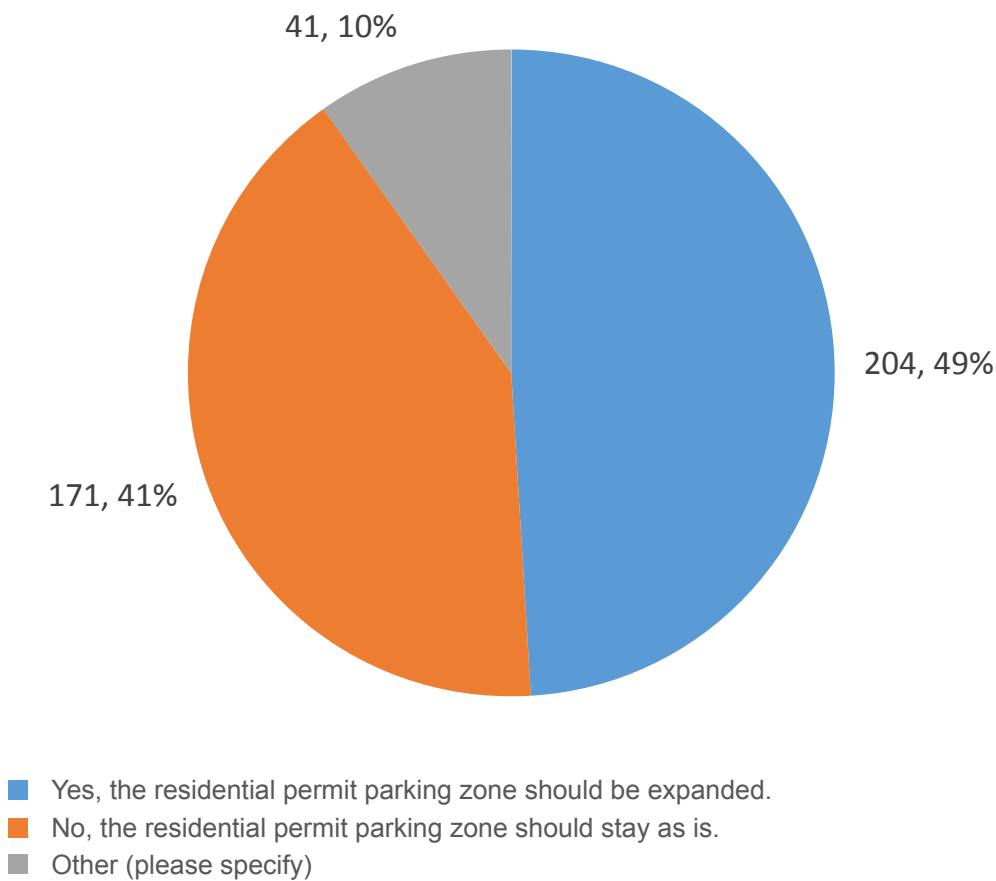
- Residents and guests should not have to pay for parking.
- Consider time allotment on meters.



# Survey Results

7 Do you believe that the residential permit parking zone should be expanded west to Faircloth Avenue and north to Ruffin Street?

Answered question: 375  
Skipped question: 121

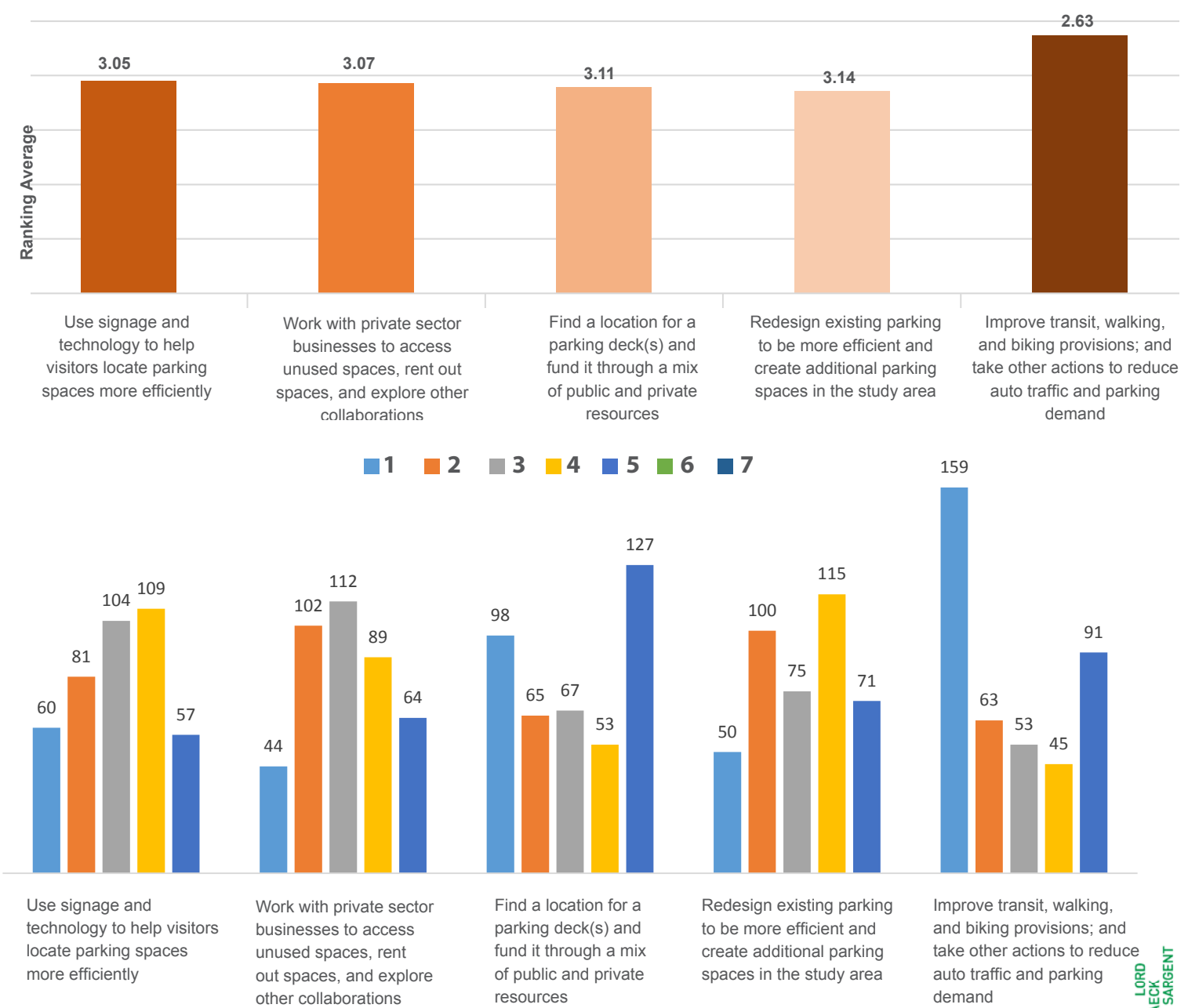


\* Additional comments from the public centered around the topics of:

- No opinion
- Local residents should be surveyed to decide this.

8 The demand for both on- and off-street parking is substantial, and may increase with new development. There are many trade-offs associated with parking strategies, ranging from the sheer expense to consumption of valuable land to quality of residential and business character. What measures do you think should we should explore to make parking better? Rank the responses from 1 to 5, with 1 being the most important.

Answered question: 411  
Skipped question: 85

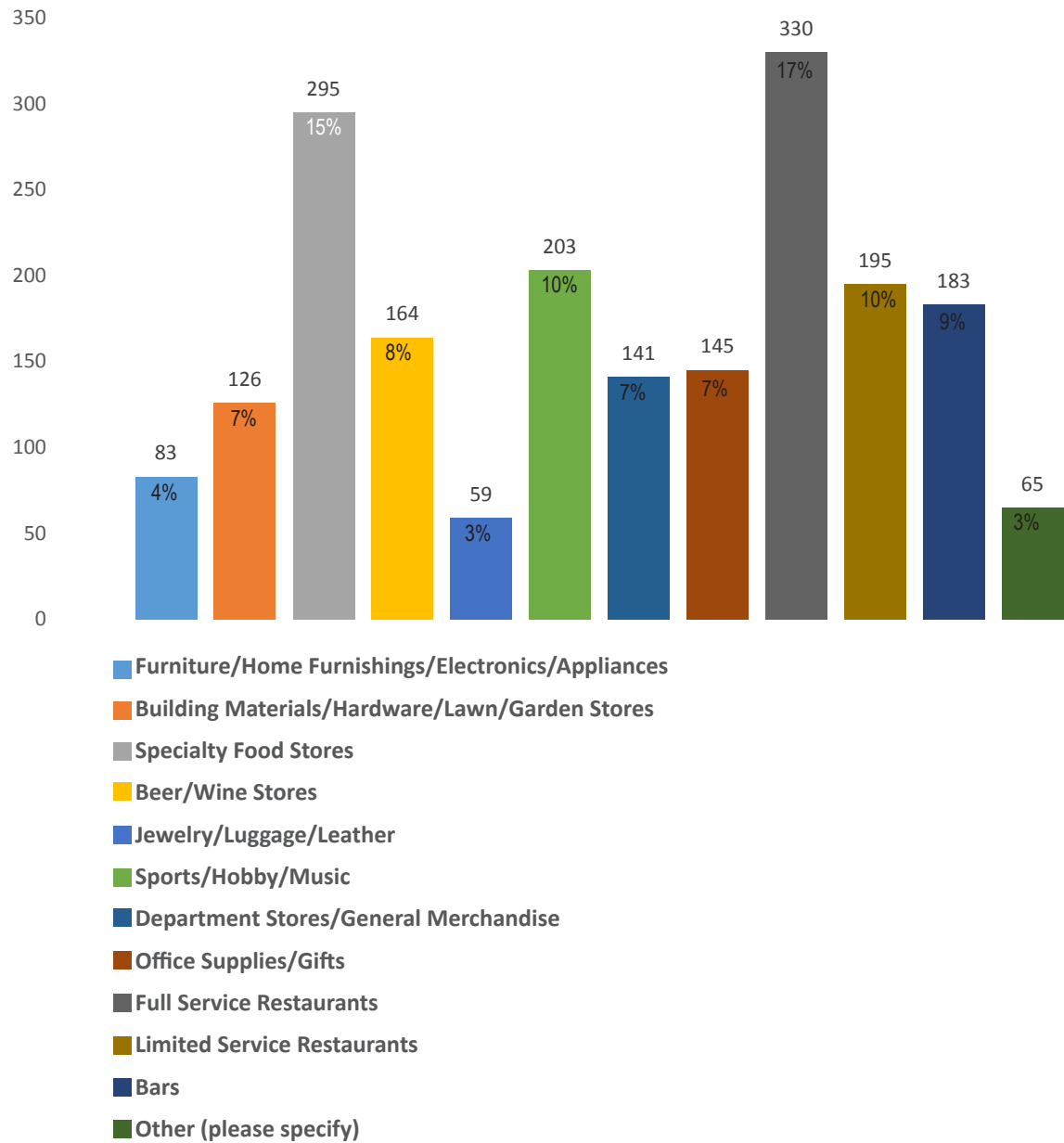




# Survey Results

9 What types of new businesses would you like to see along Hillsborough Street? Please select all that apply.

Answered question: 396  
Skipped question: 100



\* Additional comments from the public included:

- Grocery Store
- Pharmacy store
- Small local businesses
- Music venue
- Movie theater
- Professional firms
- Art galleries, studios
- Start-up companies
- Bookstores

10 What three words best sum up your vision for Hillsborough Street? In other words, in the year 2025 how do you hope people will be describing the character of the area?

Answered question: 366  
Skipped question: 130



\* The top 30 words are shown above. The top word chosen was Vibrant with 75 hits, and College, Local, Modern and Active with 10 hits each.



# Survey Results

**11** In your opinion, what are the most important buildings or features that add to the character of Hillsborough Street? What makes Hillsborough Street unique from any other place in Raleigh?

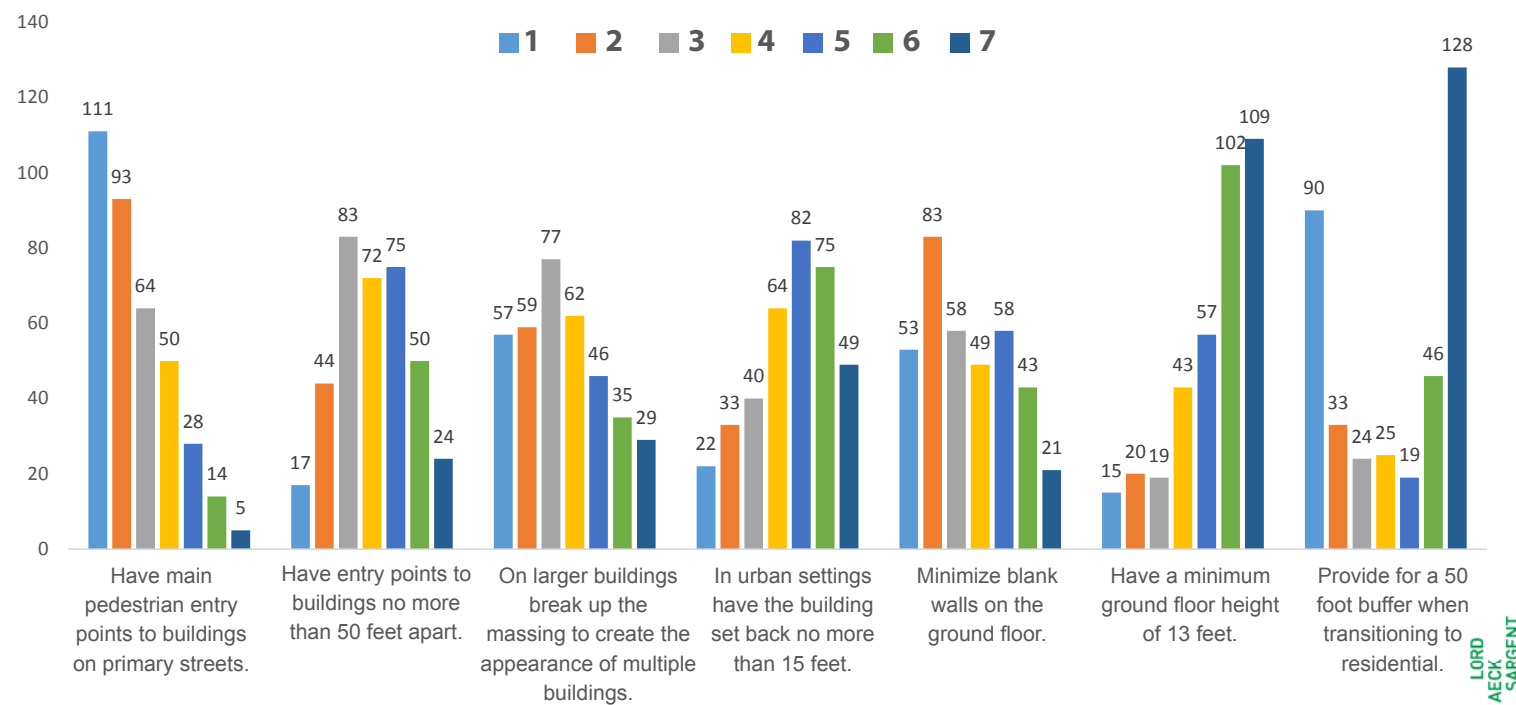
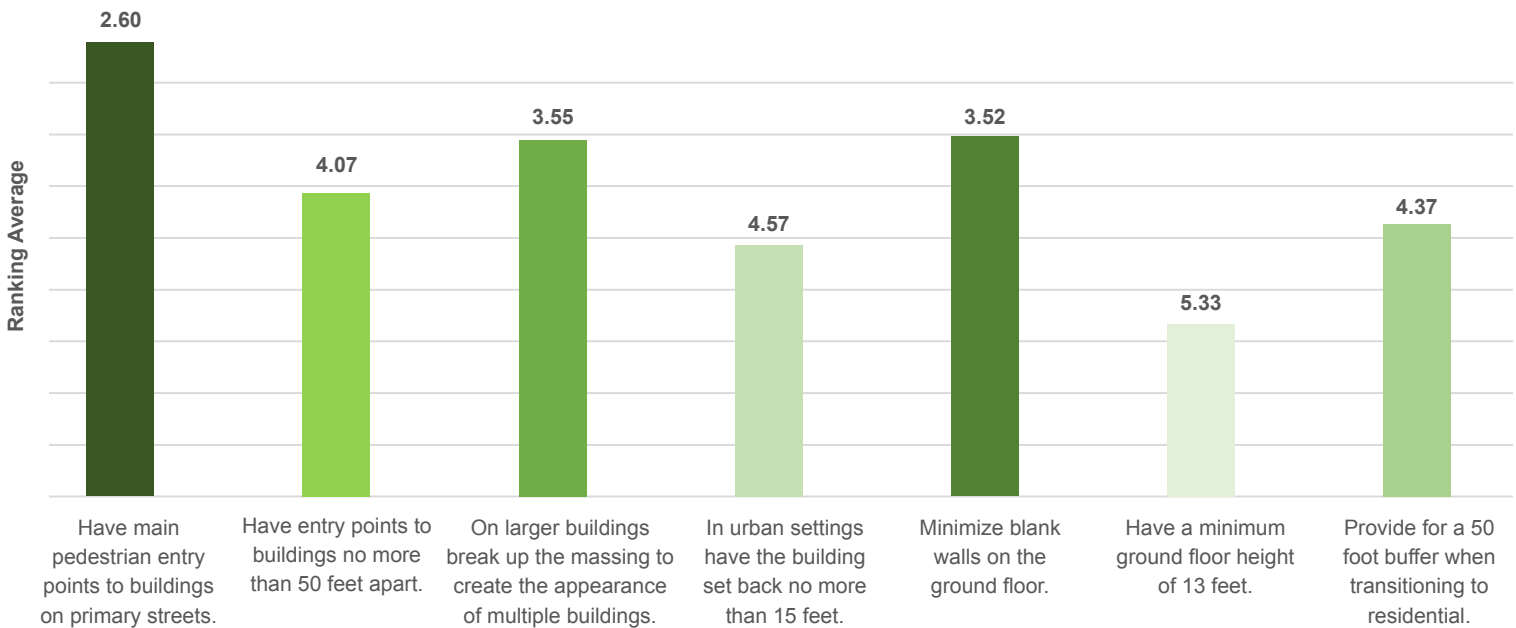
Answered question: 339  
Skipped question: 157

\* Additional comments from the public centered around the topics of:

- Ties with NC State
- Historic buildings
- Nehi building
- Mitch’s Tavern
- Bell Tower
- Old stone buildings
- Bowling Alley
- Trees
- Mix of students and residents
- PR
- Brick sidewalks
- Wilmont Building
- Diversity of buildings
- Cup a Joe
- Repurposed buildings
- The Global Village
- Mix of old and new development
- Gregg Museum
- Sugar Magnolia
- On-street parking
- Streetscape
- Players Retreat
- Pullen Baptist Church
- YMCA
- Roundabouts
- Connection to neighborhood
- Urban

**12** Please list the following design guidelines in order of priority from 1 to 7 of what you think are the most important to new development (1 being the most important to you, and 7 being the least).

Answered question: 411  
Skipped question: 85



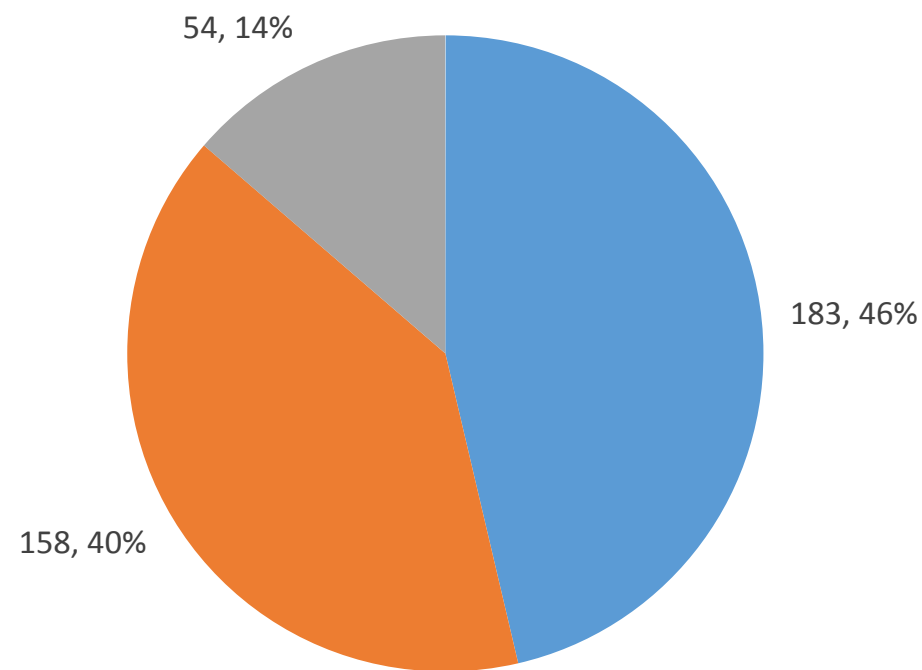


# Survey Results

## 13 Which growth scenario seems more appropriate for the area west of Dixie Trail?

Answered question: 341

Skipped question: 155



- Growth Scenario A (shown on the left) seems more appropriate for the area west of Dixie Trail.
- Growth Scenario B (shown on the right) seems more appropriate for the area west of Dixie Trail.
- If you would like to leave feedback you may do so here. Please be as specific as you can by providing approximate locations, such as nearest intersections.

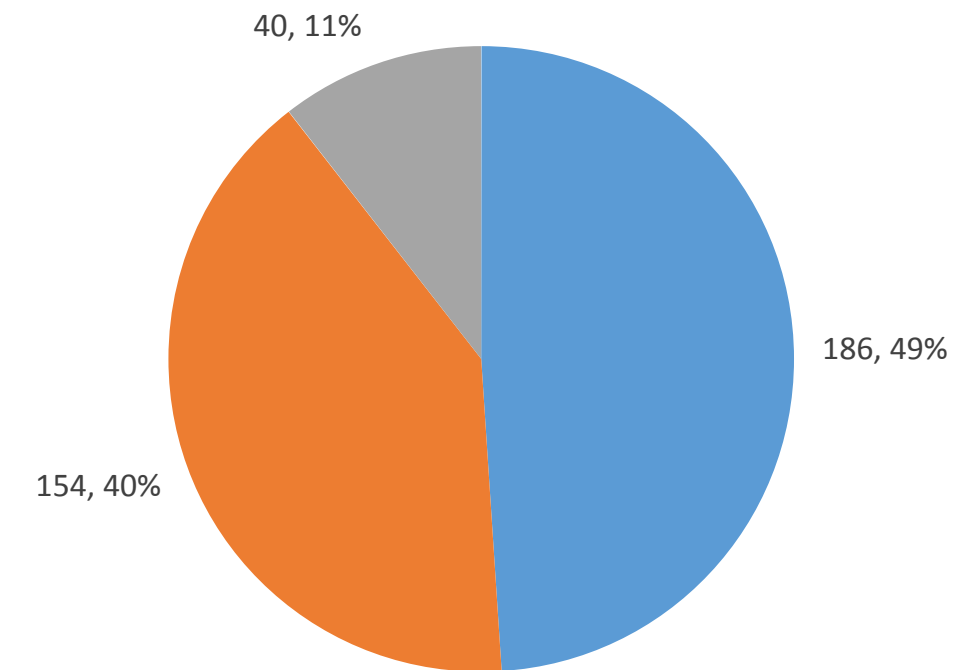
### \* Additional comments from the public centered around the topics of:

- Scenario A provides less impact
- Affordable housing
- Consider impact on adjacent neighborhood
- Greater density would be ok if transportation infrastructure was provided
- Map hard to read
- Consider setbacks
- Lower stories where buildings abutt homes.

## 14 Which growth scenario seems more appropriate for the area between Dixie Trail and Horne Street?

Answered question: 340

Skipped question: 156



- Growth Scenario A (shown on the left) seems more appropriate for the area between Dixie Trail and Horne Street.
- Growth Scenario B (shown on the right) seems more appropriate for the area between Dixie Trail and Horne Street.
- If you would like to leave feedback you may do so here. Please be as specific as you can by providing approximate locations, such as nearest intersections.

### \* Additional comments from the public centered around the topics of:

- Consider wider variety of land uses
- Option B1 provides a smoother transition
- Preserve neighborhood
- Consider how new development backs up to exiting historic neighborhood
- Affordable housing.

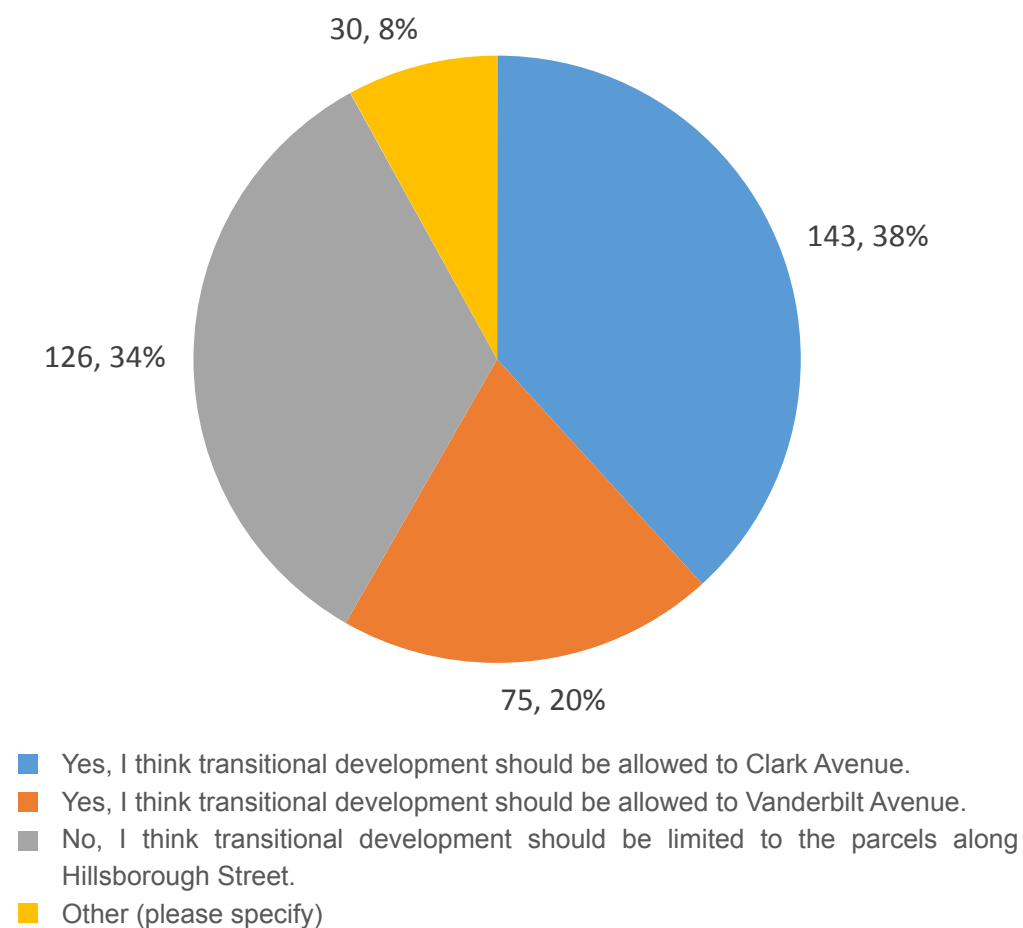


# Survey Results

- 15** A key plan objective is to ensure adequate transitions to single family neighborhoods. One strategy is to allow limited redevelopment of certain blocks near Hillsborough Street for new smaller scale housing or professional office. Do you agree with the suggestion to allow this type of transitional development (a step down in the intensity of development) off of Hillsborough Street, between Brooks Avenue and Horne Street? Shown as Option B1 in Growth Scenario B to the right.

Answered question: 344

Skipped question: 152



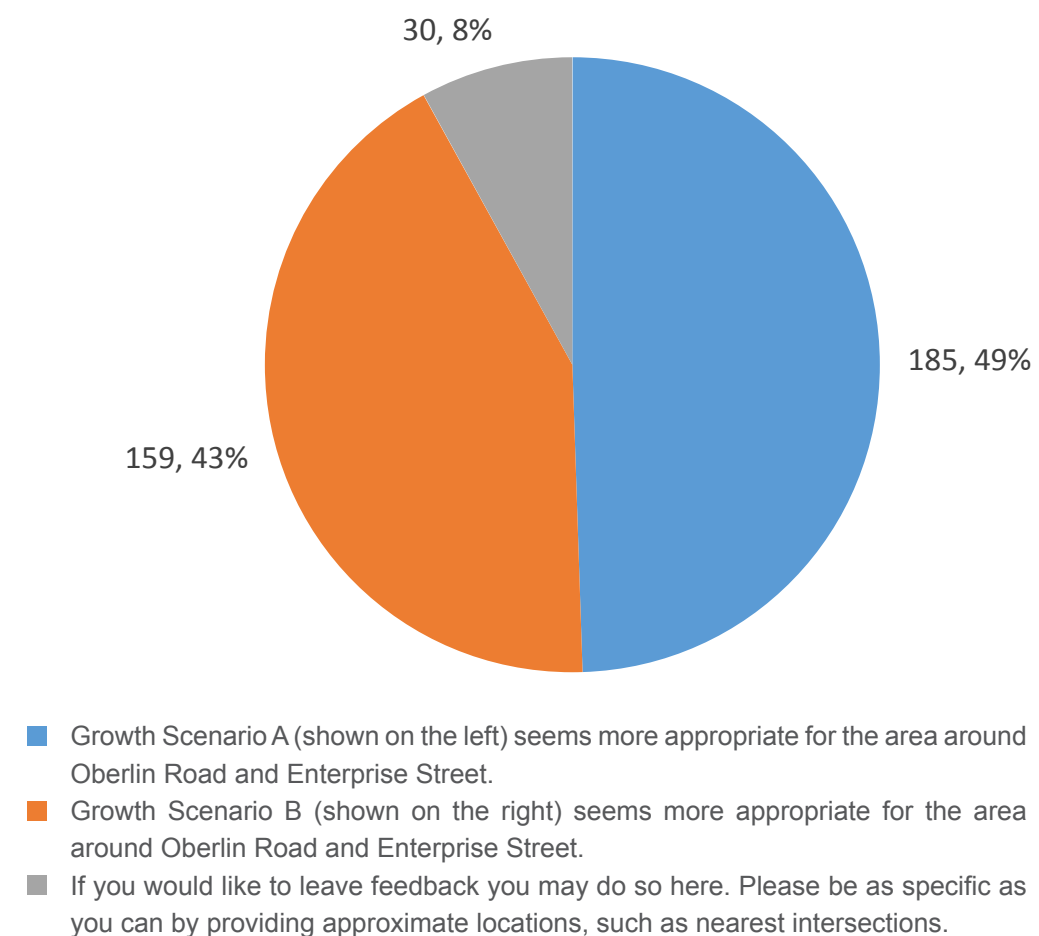
**\* Additional comments from the public centered around the topics of:**

- Protect neighborhoods
- Protect historically significant homes
- Consider other residential options besides apartment buildings.

- 16** Which growth scenario seems more appropriate for the area around Oberlin Road and Enterprise Street?

Answered question: 344

Skipped question: 152



**\* Additional comments from the public centered around the topics of:**

- Depends on types of development
- Adequate parking
- Both are too dense
- Consider connections
- Compromise of the two options.
- Transportation infrastructure to match increase development.



# Survey Results

17

What neighborhood or place do you most identify within or around the Cameron Village and Hillsborough Street study area?

18

We welcome any additional comments or thoughts. Our goal is to incorporate as much public input as we can into the small area plans.

Answered question: 287  
Skipped question: 209

Respondents identified with the following areas:

- 70 University Park
- 40 Hillsborough Street
- 35 Cameron Park
- 31 NCSU
- 25 Cameron Village
- 8 Oberlin Road
- 4 Clark Avenue
- 5 Dixie Trail
- 3 Gardner Street
- 3 Forest Hills
- 5 Chamberlain St
- Other neighborhoods and areas include Bedford Avenue, Fairmont, Cameron Court, Smallwood, Meredith College, Edgewood, Ridgewood, Horne Street, Brooks Avenue, Gormon Street, Faircloth, Vanderbilt, Boylan Heights, Sunbud, Stanhope Street, Rose Garden, Enterprise, West Morgan, Sunset Hills.

Answered question: 110  
Skipped question: 386

Additional comments from the public centered around the topics of:

- Improving public transportation
- Maintaining unique character of area
- Concern over increased traffic
- Repurpose/preserve historic buildings
- Better transition between new development and existing residential
- Housing affordability
- Pedestrian friendly improvements
- Promote local businesses
- Mixed-use development on Hillsborough Street
- Preserve trees/open space
- Create college atmosphere